

FAILING IN LOVE, SUITOR KILLS GIRL

Victim Makes Vain Effort to
Save Life by Jumping From
Window.

ESCAPES TO A SWAMP

Posse Searches for Man Who
Invaded Lyndhurst, N. J.,
Home With Pistol.

Pasquale Malone, a travelling salesman of East Syracuse, N. Y. yesterday shot and killed Miss Mary Villotto, 19 years old, one of the prettiest girls in the Italian colony of Lyndhurst, N. J. Malone fled after the shooting and was last seen heading into the swamp along the banks of the Passaic River. Despite the fact that a posse searched the swamps for hours no trace of him could be found. Malone met Miss Villotto, who lived with her brother and sister-in-law, Mr. and Mrs. Michael Villotto, at 23 Maple avenue, at a dance several months ago. He made it a habit to visit the Villotto

home every time he came to the city, although, according to her relatives, Miss Villotto told him that he was wasting his time.

According to Charles Whitman, a taxicab driver, Malone hired him at the Rutherford railroad station to drive him to the Villotto home. When they reached the house Malone asked the chauffeur to wait across the street.

Mrs. Villotto answered the bell and told Malone that Miss Villotto could not see him. Malone argued with her, Mrs. Villotto said, and Mr. Villotto, who was in an inside room, walked toward the front doorway. Malone drew a pistol and brushing Mrs. Villotto aside, dashed up the stairs.

Miss Villotto was in her bedroom on the second floor and had heard the argument between Malone and her sister-in-law. As Malone ran up the stairs she went to the rear window and jumped to the yard. In falling she landed on a picket fence and her left leg was badly torn. Despite this she was able to crawl toward an abandoned well, behind which she sought shelter.

Running downstairs and into the yard, Malone fired seven shots at Miss Villotto, three of which entered her body, killing her instantly. Malone then retreated to the street and, halting Whitman, the chauffeur, directed that he be driven to the railroad station. When the taxicab neared the swampy country Malone ordered Whitman to stop and, paying him the \$3 that the chauffeur demanded, disappeared in the tall grass.

Police Chief Landella of Lyndhurst was notified and he organized the posse that searched the swamp. It was at first thought that Malone had committed suicide, but no trace of his body could be found.

SAYS WOMAN LURED HIM FROM BUSINESS

But Dr. Lind Neglects to Say
In Suit That Defendant
Is His Wife.

AN UNUSUAL COMPLAINT IN WHICH

Richard A. Lind, a chiropractor, sued Eva S. Wheeler Lind of 1 West Sixty-seventh street for \$5,000 was filed yesterday in the Supreme Court. In no part of it does the plaintiff state that he is married to the defendant.

Lind said that prior to August, 1919, he was engaged in practice as a chiropractor. About that time, he said, the defendant proposed that he give up his practice, which he said was netting him a fair income, and "travel about the country with her, devoting his entire time and attention to the business of her affairs and to advise, aid and assist her whenever she may require." She agreed to pay him \$10,000 cash immediately and share her income with him on a fifty-fifty basis, he said.

At that time, Dr. Lind added, the defendant stated that she had an income of about \$6,000 a year from \$100,000 investments. He accepted her proposition, gave up his practice, devoted his time to her affairs and carried out his part of the agreement, he said, and she paid him \$4,000 immediately on account of the \$10,000 due by giving him fifty

shares of stock of the Cadet Hosiery Company. He asserted that she failed to pay the balance of the cash or share her income with him.

The blow that brought about the litigation fell on May 24, 1920. Without notice, he said, "plaintiff was dismissed unjustly and without cause by the defendant." Since then, he said, the defendant had separated from him. He estimated that \$55,000 would repair the damage she had done, but did not give the basis on which he made this calculation.

At the office of Henry Abelson, Dr. Lind's attorney, it was said that he was out of the complaint was left at the office of Henry L. Brandt, and the process server said that he knew Brandt to be the attorney for Mrs. Lind.

Brandt is in the West Indies at present, but his associate stated that the parties to the suit were man and wife and he could not understand the reason for omitting this statement of fact from the pleading. He said that Mrs. Lind did not admit having made the alleged contract to support her husband. She differs so much from him on this point, he said, that she already had filed a Supreme Court action in replevin to get back the fifty shares of stock, claiming that he took them without her consent.

LEGACY GIVEN FRIEND.

Will of Mrs. E. F. Danforth Leaves
Income to Companion.

The will of Kate Black Danforth, widow of Elliot F. Danforth, one time Democratic State chairman, was filed yesterday in the Surrogate's Court. Mrs. Danforth died at Pasadena, Cal., leaving the income from the residuum equally to her brothers, John V. Black,

living at the Hotel Royalton, and Henry V. D. Black of Irvington on the Hudson. Upon their death two nieces, Katherine and Dorothy Black of Irvington on the Hudson, are to receive the principal.

Edward P. Danforth, a stepson, receives \$20,000. Mrs. Margaret Sharpe, friend and traveling companion of the testatrix, is to receive the income for life from \$100,000. The estate is said to exceed \$500,000 in value.

INTRUDERS SLASH SISTERS.

Mystery Surrounds Attack on Girls
by Four Men.

Penelia and Julia Leccadito, sisters, 18 and 20 years old, respectively, of 44 Oak street, were cut so badly about the face and hands by four men who entered their room as they slept early yesterday morning and attacked them with knives that they had to be removed to the Volunteer Hospital.

Penelia was stabbed in the shoulder, arm and hand, and her sister suffered a deep gash in the neck. Detectives have not been able to ascertain the reason for the attack. The men climbed a fire escape to the window leading to the young women's room.

Held on Bigamy Charge.

John H. F. McGraw, 20 years old, of 142 East Fifty-seventh street, was held in \$2,000 bail yesterday by Magistrate W. Bruce Cobb in Tombs Court on a bigamy charge. Detective McKettrick, of the Elizabeth street station, who arrested McGraw, declared, in a short affidavit that he married Agnes Fahy of 567 Sixth street, Brooklyn, in 1915, and Lena Scheldenhau of 142 East Fifty-seventh street, on April 13 last.

GIRL ADMITS ROBBING SHRINE BOX OF \$1.42

Waitress From Bridgeport Is
Remanded for Sentence.

Vera Munn, a waitress, pleaded guilty yesterday in the Court of Special Sessions to robbing the shrine box by the altar in the Church of St. Rose of Lima, 510 West 165th street, on August 12. She was remanded to the Tombs until August 23 for sentence.

Miss Munn said she lived in a rooming house at Forty-fifth street and Lexington avenue, though her home was in Bridgeport, Conn. Charles McGuire, sexton of the church, testified that he entered that church at about noon on August 12 and found it empty, except for Miss Munn, who was kneeling near

the altar. He saw her take something from the shrine box, and when he took her in charge he found a pair of scissors, with which she had pried open the top of the box. She was turned over to the police. Her total loot amounted to \$1.42.

\$1,000,000 CLAIM TO STAND.

Charles Pfeiffer Accepts Judgment
Offer of H. W. Straus.

The law firm of Rigelman, Karna, Leventritt & Goetz filed a paper in the Supreme Court yesterday in which their client, Harry W. Straus, a broker, accepted the offer of Charles Pfeiffer, who is now in France, to allow judgment to be taken against him in the sum of \$1,000,000.

The attorneys refused to talk about the matter, but it was learned that Straus claims the money for commissions on war contracts.

CURE BROKERS AID FUND.

Sell Tickets To-morrow for Home
for Leviathan Veterans.

John Froggatt, commander of Leviathan Post, American Legion, announced yesterday that the Curb Brokers Association has designated to-morrow as "Leviathan Day" and has invited a delegation of Leviathan girls to visit the Curb Market and sell tickets for the garden party which is to be held in the Stadium at City College on August 28. The garden party is being held by the post to secure funds for the erection of a permanent home for the members of the post, who manned the transport Leviathan during the war.

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So Essex Holds the Transcontinental Record Both Ways

Two Essex touring cars, carrying U.S. Mail, each one making the entire trip between San Francisco and New York, have set the time records for their respective directions across the American continent.

And thus comes to Essex another distinction for reliability and endurance.

Except for one airplane record, these two Essex cars have crossed the continent in less time than was ever recorded by any travelling machine. The fastest time possible between San Francisco and New York by train is slightly less than the time taken by the light weight economical Essex. But in the case of the railroad train, many different locomotives are used, each pulling the train only a few hundred miles.

From Cheyenne to Omaha the route taken by the Essex was 43 miles longer than the 550 mile route of the famous Overland Limited yet the Essex time was but one hour longer than the express train time.

The World's Most Coveted Records

From the days of the Prairie Schooner, the Pony Express and the completion of the railroads men have sought to establish new transcontinental time records between the Atlantic and Pacific oceans.

It has called for the highest development of skill and courage. And it has, as in the case of the motor car, blazed the way to mechanical reliability.

The purpose of this Essex test was to prove its reliability. In the period of 114 hours was crowded more strains, more calls for endurance and mechanical strength than the average owner demands in a life time.

Every requirement of motor car performance was met by these two cars. And the fact that they so consistently met their tasks proves Essex uniformity.

The speeds at which they traveled were not so unusual, for another Essex stock car had on a speedway track gone 3037 miles in 50 hours. But in the transcontinental runs, some 350 cities and towns had to be crossed. Crowded traffic imposed its obstacles to consistent going. Mountain ranges in the East and West with grades such as the average driver never encounters, called for the utmost of hill climbing ability.

Few will ever motor all the way across America and therefore cannot know the extreme varieties of conditions encountered. But let each reader apply to his consideration of what Essex has done, every experience he has ever met in his own driving. It will give some appreciation of Essex reliability.

Light Weight Now Establishes Reliability

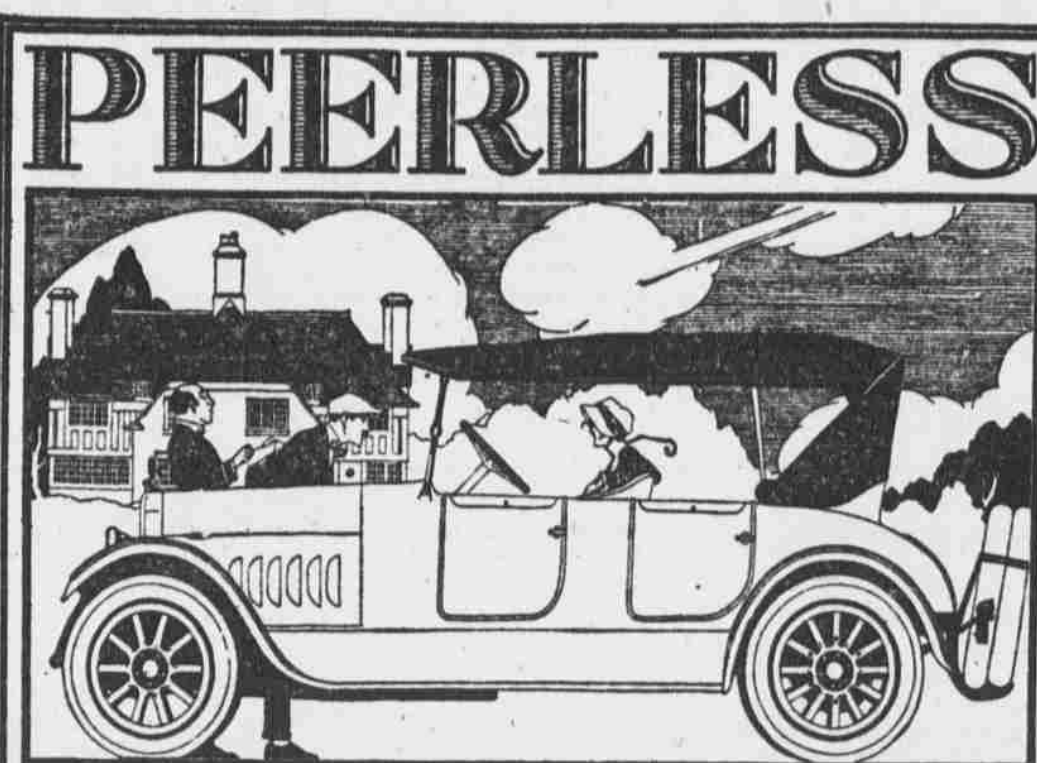
How gradual have men come to a realization that a light weight car can also offer reliance and performance.

Essex has led the way for that was its purpose from the very first. Economy is of growing importance. Men want to save in fuel and in first costs. But they want no sacrifice in performance and they demand unquestioned reliability.

Essex offered itself to the public without claim. Now more than 40,000 owners know and praise its worth.

Owner cars that had been driven upwards of 25,000 miles were used in the recent nationwide Essex week to establish reliability, economy, speed and hill climbing records.

To Essex owners the winning of the transcontinental records is not a surprise. But those who do not know Essex performance and reliability must regard that these two trips across the continent are as important in marking mechanical advancement as any similar event in the history of the motor car.



Peerless Eight Bodies Are Built In the Peerless Works

There are many reasons why the Peerless Two-Power Range Eight carries the distinctive appearance and refinement of the highest priced cars, one of which is that the Peerless bodies are built entirely in the Peerless Works.

Peerless bodies are standardized and are built in such quantities that the cost of production is minimized in spite of the fact that only the best materials are used and

the most exacting attention to detail is demanded.

Five types of bodies are provided and all are adapted to the Peerless standard eight cylinder chassis, making a combination that absolutely assures a beautiful, comfortable and dependable motor car.

The demand for the Peerless Two-Power Range Eight is so great that it is imperative that the prospective purchaser place his order at once to assure a reasonably prompt delivery.

PRICES

7 passenger Touring	\$3230	4 passenger Roadster	\$3200
4 " Coupe	\$3920	7 " Sedan	\$4140
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